CARMI A. THOMPSON
MIDLAND STEAMSHIP LINE INC.
CARMI A. THOMPSON

S/S "Carmi A. Thompson"
Clev. 107.

LLOYD'S REGISTER OF SHIPPING
RECEIVED
3 NOV 1917
LONDON

American S B Co
722
Profile and Decks

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Foundation

005695-005708-0058

ENGINE WORKING DECK.
PLATES 10.2 # FLUSH PLATED.
FIT STANCHION TO TANK TOP TO SUIT CONDITION.
DUST BHD. TO BE
IRON GRATING OVER DUCTS
FORE CASTLE DECK.
FLUSH PLATED.
LONG^LS. 6"X3½"X11.7# [S.
WITH 3"X3"X7.2# LS AT SEAMS.
BUTTSTRAPS 5"X3"X9.8# LS.
MAST
SCUTTLE
BHD. W.T. FROM T.T. TO MAIN DK.
W.T. BHD.
32
31
30
29
28
27
26
25
24
23
22
21
20
19
18
17
16
15
14
13
12
11
10
9
8
7
6
5
4
3
2
1

STR. No 722-

PROFILE & DECKS

PRINT No	9146	DRAWING No 10.
ISSUED	AUG 31 1911	
SCALE 1/8" = 1 FOOT		
A.S.B.Co.	721-10.	
DATE		

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American S B Co
722
Midship Section -

"Carmi M. Thompson"

LLOYD'S REGISTER OF SHIPPING
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S/s. "Carmi A. Thompson"
Cler. 107.

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- DIMENSIONS -

Length over All 545'-0"
Length between P.P. 525'-0"
Breadth M'L'D 58'-0"
Depth M'L'D 31'-0"

In Deck Longitudinals
1" Dia Riv. spaced 6 dia's.
8"×8"×51# angle
5'-0"
12½"
2'-3"
19'-0"
Deck stringer - 44# for ¾ L to 18# at ends. Dbl. straps treble riv. - 1⅛" rivets
3"×3"×7.2# single
17.5# plate coaming
5"×3"×12.3"
3"×3"×8.5# single
20# plate
21"
15"
Deck girder 15#
5"×3"×12.8# DBL.
6"×3½"×13.5# double
3½"×3½"×8.5# single riv. spac. 6 dias.
15# face plate
5"×3"×12.8# DBL
Spar deck camber 12" in 56'-0"
M-66"×44# for ¾ L 19# at ends, double straps - treble rivet - 1⅛" rivets.
L-66"×32# for ¾ L. 18# at ends, double straps treble riv. - 1" riv.
10'-6"
10"×3½"×21.8# C spaced 36"
10"×3½"×21.8# channel longitudinals - spaced 33½
5"×3"×9.8#
3½"×3½"×8.5" single
5'-3" Rad.
3½"×3½"×9.8# angle
Main deck stringer - 15#
5"×5"×12.3# DBL.
5"×5"×12.3" single
3½"×3½"×8.5# angle
15# plating
7"×3½"×15# angles
5"×5"×12.3# single
3½"×3½"×8.5#
16# plating
10"×3½"×21.8# channels
Transverses 15# - spaced 12 ft. ctrs.
Side plating - 25# for ⅔ L - 18# at ends. Seams double riveted treble lapped butts - ⅞" riv.
31'-0"
M
L
K
J
H
G
F
E
D
C
B
A
Two rows of riv. 5 dias. apart in 5"×5" angle
Tanktop-plating - 24# in way of hatches - 19# at ends. Double riv. butt and seam straps - ⅞" D. riv.
Tanktop longitudinals 7"×3½"×15# angles
3½"×3½"×8.5# single
Rider plate 58"×24# treble riv. butts.
In tank top longitudinals ⅞" riv. spaced 6 dias
High floors 15# - spaced 6 ft. ctrs.
15# intc'l.
3½"×3½"×8.5# single riv. spac. 6 dias.
C.V.K. - 60"×20#
Water tight floors - 15#
5"×5"×16.2#
Keel - 48"×36#
Channel equal spacing.
10"×3½"×21.8# channel longitudinals - spaced 36"
Bottom and bilge plating 27½# on outside - 26# on inside strakes for ⅔ L - 20# at ends. Seams double riv. laps - butts lapped treble riv. - ⅞" rivets.
In bottom longitudinals ⅞" riv. spaced 6 dias.
29'-0"
Section thro' girder
20# plating
5"×3"×12.8# single
3"×3"×7.2# clip.
20# plate
18"
25# plate
36"
Butt piec same as channel section
¾" riv. 6 dias apart
3½"×3½"×8.5# single
15# plate.
20"×30"
¾" riv. 5 dias. apart.
¾" riv. spaced 6 dias in transverse flange
⅞" riv. " 6 " " shell flange
Detail of intercostal side plate longitudinal
Spar-Dk.
Main-Dk.
Riv. to shell 1" D. spac. 6 dias.
Riv. to shell ⅞" D. sp. 6 dias.
10-⅞" riv. in each side of butt
9-⅞" riv. in brackets.
10-⅞" riv. in butts
9-⅞" riv. in brkts.
⅞" riv. spaced 7 dias.
3½"×3½"×8.5# intercostal
Continuous - W.T.
Detail of riveting in frame angle at W.T. tank divisions
¾" limber holes 9" apart in 7"×3½"×15# angle longitudinals on hopper side, close to heel as shown.
15# plate
⅞" riv. in bracket
¾" riv. in bulkhd.
33"
40"
3½"×3½"×8.5# sgl.
21"×9"
1½" holes spaced 18" apart in 10"×3½"×21.8# C longitudinals throughout close to shell flange as shown
Upper hopper longitudinals at W.T. divisions
1½" holes spaced 18" apart in 10"×3½"×21.8# C longitudinals close to heel
36"
Lower hopper longitudinals at W.T. divisions
24"
Tank top
3½"×3½"×8.5# DB.
⅞" riv.
Intermediate tank top longitud's. at W.T. divisions
⅞" holes spaced 9" apart in 7"×3½"×15# angle longitudinals under tank top as shown
3½"×3½"×8.5# single
5"×3"×9.8#
1½" holes - 18" apart in C longitudinals close to shell flange
Detail of bottom longitudinals at W.T. bulkhds.
5"×3"×9.8# single
¾" riv. spac. 7 D.
15"
15# plate
22"
5"×3"×9.8#
Intermediate transversals spaced 12'-0" between transversals
¾" riv. spaced 7 dia's.
Center keelson brackets
Transverse
C.V.K. bracket
Intermed. trans.
5"×5"×12.3 double
3½"×3½"×8.5# DBL.
5"×5"×12.3# DBL.
3½"×3½"×9.8# DBL
5"×5"×16.2 DBL.
C.V.K. 60"×20#
Center keelson detail.

- RIVETING SCHEDULE -

A. LONGITUDINALS TO SHELL AND DECK.
ALL TO HAVE ⅞" D. RIV. EXCEPT LONG.# 20, 21, 22, 23 - 1" D RIV. - TO BE SPACED 6" DIAS. APART, EXCEPT THE RIV. IN LONGS.# 12, 13, 14 ARE 5 DIAS AND IN LONG.# 17 ARE 4½ DIAS APART.
TANKTOP LONGS. TO HAVE ⅞" D. RIV. SPACED 6 DIAS
HOPPER SIDE LONGS. TO HAVE ¾" D. RIV. " 6 DIAS
DECK - SHELL - TANK TOP AND HOPPER SIDE LONGS. CONNECTED TO TRANSVERSES WITH 2 RIV. IN CLIP.

B. TRANSVERSES TO SHELL AND DECK.
ALL TO HAVE ⅞" D. RIV. TO BE SPACED 6 DIAS APART
HOPPER SIDE TRANSV. ¾" RIV. " 6 DIAS "
TRANSV'S. IN BOTTOM TO TANK TOP 4 RIV. IN EACH SPACE

C. BULKHDS. W.T.
BOUNDING BAR TO HAVE ⅞" D. RIV. SPACED 5 DIAS APART
BULKHD. PLATING " " ¾" D. RIV. " 4 DIAS "
BULKHD. STIFFENERS " " ¾" D. RIV. " 7 DIAS "

D. TRANSVERSES TO SHELL ABOVE TANK TOP TO MAIN DK. TO HAVE ⅞" D. RIV. TO BE SPACED 5 DIAS APART - TWO ROWS OF RIV. IN 5"×5" ANGLE

BULKHEADS

1ST. COLLISION BULKHD. - 15# PLATING THROUGHOUT, VERT. STIFFENERS 6"×3½"×15# CHANNELS SPACED 30" APART, HORIZ. STIFFENERS 6"×3½"×15# CHANNELS ON ALTERNATE LONGITUDINALS.
2ND. COLLISION BULKHD. SIMILAR.
SCREEN BULKHDS. 11# PLATING, WINGPLATES 15# VERT. STIFFENERS 6"×3½"×15# CHANNELS SPACED 30" APART ON ALTERNATE SIDES OF BHD.
AFTER HOLD BULKHD. 12½# PLATING, WINGPLATES 15# STIFFENERS SAME AS SCREEN BULKHD.
ENGINE ROOM & BUNKER BULKHD. 12½# PLATING, WINGPLATES 15#, VERT. STIFFS. 4"×3"×8.5# ANGLE 30" APART, HORIZ. STIFFS. 4"×3"×8.5# ANGLE 40" APART.
AFTER PEAK BULKHD. 15# PLATING, 20# IN WAY OF SHAFT, VERT. STIFFENERS 4"×3"×8.5# ANGLE 30" APART, HORIZ. STIFFS. 4"×3"×8.5# ANGLE 40" APART.

STEAMER No 722 -
MID-SHIP-SECTION
No OF PRINT 9134
DATE SENT AUG 31 1917
DRAWING No 3
AM. S. B. CO. SCALE ½" - 1 FT. SEPT. 15. 12.

005695-00-S108-0057

American S B Co

722

Stem-

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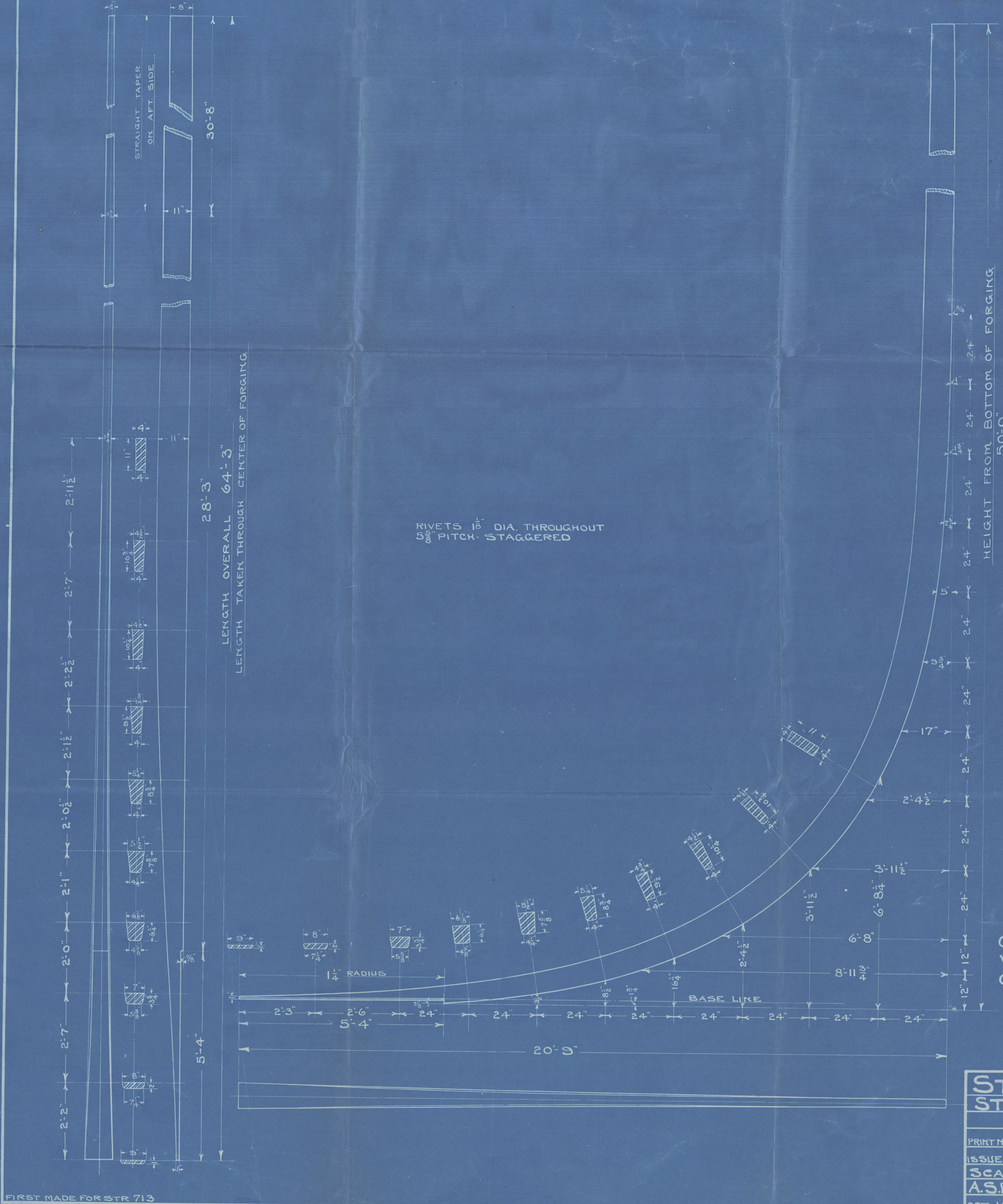
STRAIGHT TAPER ON AFT SIDE
8"
11"
30'-8"
28'-3"
LENGTH OVERALL 64'-3"
LENGTH TAKEN THROUGH CENTER OF FORGING
2'-11½"
2'-7"
2'-2½"
2'-1½"
2'-0½"
2'-1"
2'-0"
2'-7"
2'-2"
5'-4"
HEIGHT FROM BOTTOM OF FORGING 50'-0"
17"
2'-4½"
3'-11½"
6'-8¼"
6'-8"
8'-11¾"
1¼" RADIUS
BASE LINE
2'-3"
2'-6"
24"
5'-4"
20'-9"

RIVETS 1⅛" DIA. THROUGHOUT
5⅝" PITCH-STAGGERED

ONE REQUIRED
WROT IRON
ORDER No

FIRST MADE FOR STR 713

STR 722-
STEM

PRINT No 9140
ISSUED AUG 31 1917
DRAWING No 5
SCALE: ¾" = 1'-0"
A.S.B.Co.
OCT.-18-1915
TRACING No A.-1.-1.

005695-005708-0056

American S B Co
722
Stern Post.

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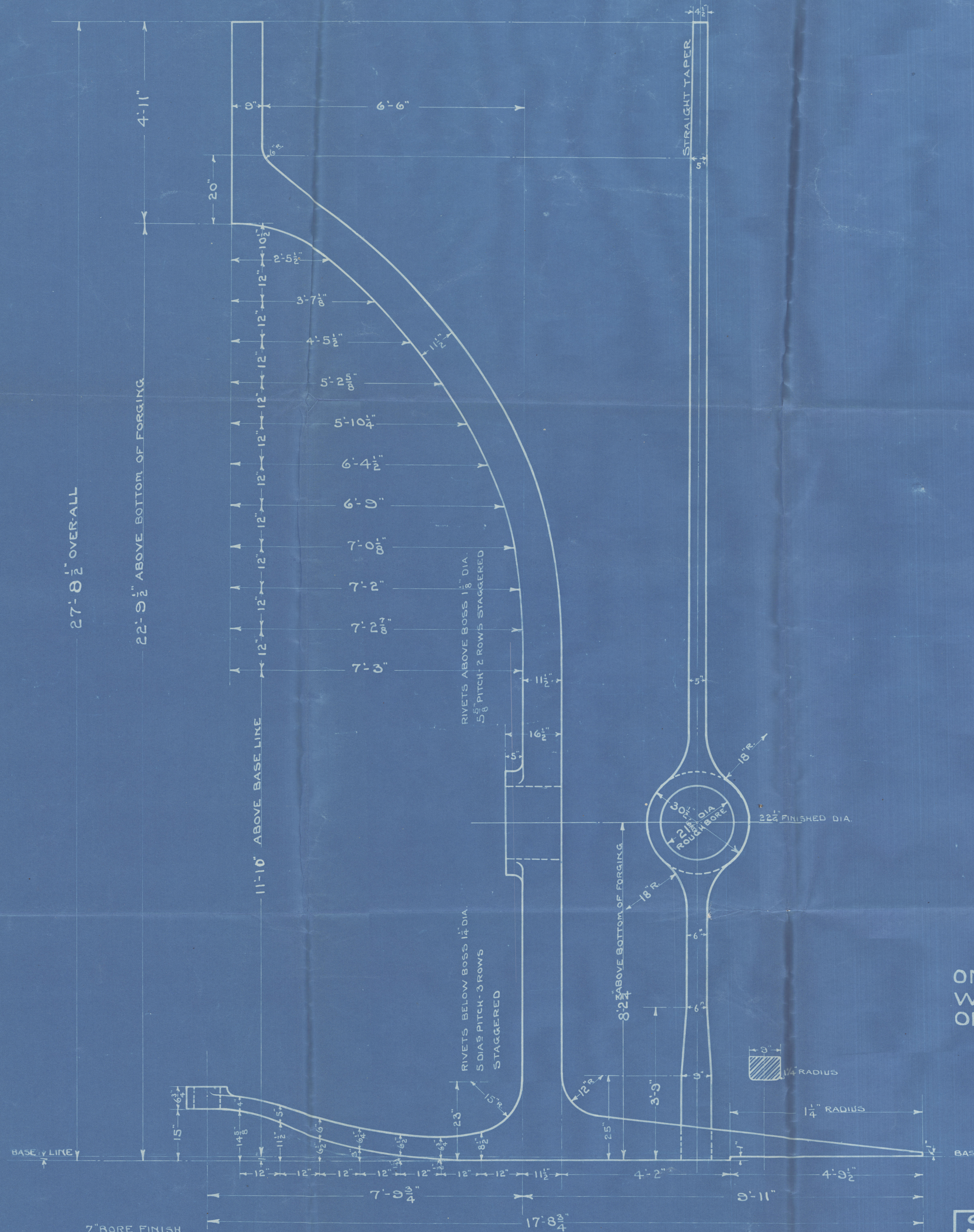
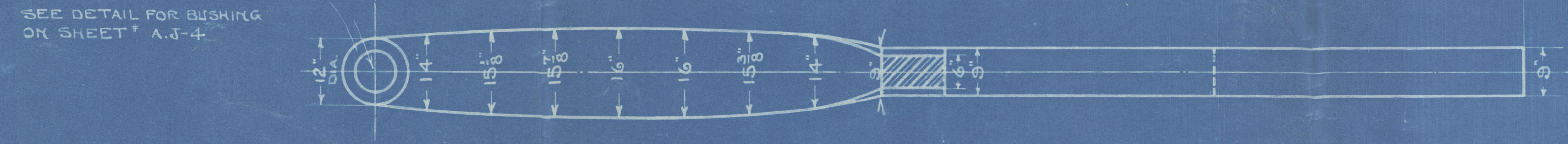

27'-8½" OVER-ALL
22'-9½" ABOVE BOTTOM OF FORGING
4'-11"
20"
9"
6'-6"
6"R
STRAIGHT TAPER
4½"
5"
10½"
2'-5½"
3'-7⅛"
4'-5½"
5'-2⅝"
5'-10¼"
6'-4½"
6'-9"
7'-0⅛"
7'-2"
7'-2⅞"
7'-3"
12"
11½"
11'-10" ABOVE BASE LINE
RIVETS ABOVE BOSS 1⅛" DIA.
5⅝" PITCH 2 ROWS STAGGERED
16½"
5"
18"R
30½" DIA.
21" ROUGH BORE
22½" FINISHED DIA.
18"R
8'-2¾" ABOVE BOTTOM OF FORGING
6"
6½"
RIVETS BELOW BOSS 1¼" DIA.
5 DIAS PITCH - 3 ROWS
STAGGERED
15"R
12"R
3'-9"
9"
9"
¼" RADIUS
1¼" RADIUS
6¾"
15"
14⅛"
11½"
6½"
6¾"
8½"
23"
25"
1"
BASE LINE
BASE LINE
12"
11½"
4'-2"
4'-9½"
7'-9¾"
9'-11"
17'-8¾"


7" BORE FINISH
SEE DETAIL FOR BUSHING
ON SHEET # A.J-4
12" DIA.
14"
15⅛"
15⅞"
16"
16"
15⅜"
14"
9"
6"
9"
9"

TOP VIEW OF SHOE

ONE REQUIRED
WRO'T IRON
ORDER Nº

FIRST MADE FOR STR Nº 713

FOR CHANGES ON SHOE ON STR # 718 AND UPWARD SEE DRAWING # 6A STR # 718

STR 722-	
STERNPOST	
PRINT Nº 9137	DRAWING Nº 6
ISSUED AUG 31 1917	
SCALE: ¾" = 1'-0"	
A.S.B.Co.	DRAFTSMAN F.T. TRACING Nº A-2-1.
OCT-18-1915	

005695-005708-0059

American S B G

722

Rudder.

LLOYD'S REGISTER OF SHIPPING
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7 -NOV 1917
LONDON

S.S. "Carrie A. Thompson"

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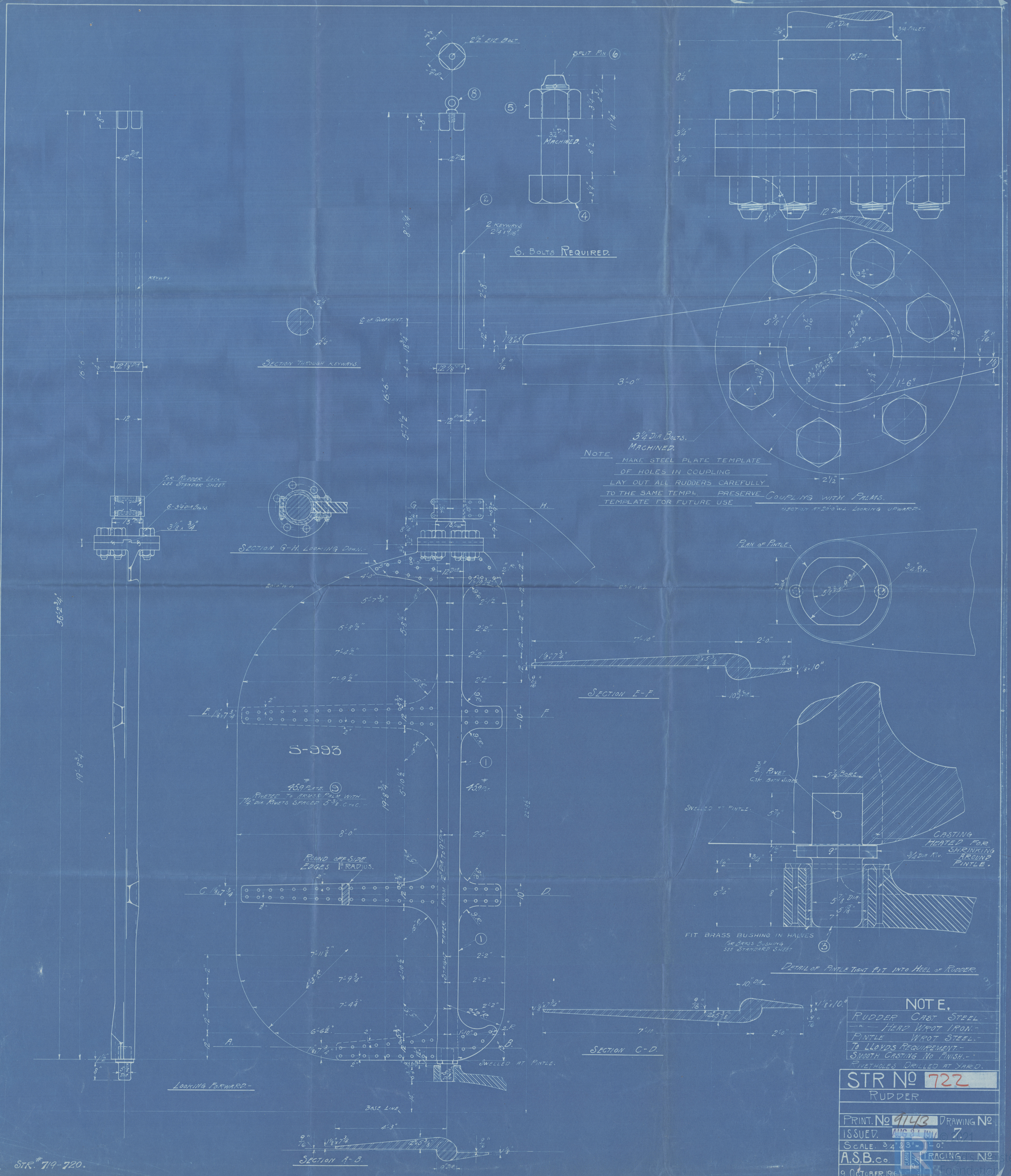
005695-005708-0060


2½" EYE BOLT
SPLIT PIN ⑥
⑤
3¼" DIA MACHINED
④
⑧
②
2 KEYWAYS 2¼" x 9/16"
KEYWAY
12" DIA
12⅛" DIA
8'-0¼"
2'-8"
16'-6"
5'-7½"
18¾"
℄ OF QUADRANT
2¼"
1⅛" x 5"
9/16"
3'-0"
12" DIA
13" DIA
28¼" DIA
10¼" DIA
3¾"
1'-6"
2½"
36'-2¾"
19'-8¾"
22'-8½"
FOR RUDDER LOCK SEE STANDAR SHEET.
6-3¼" DIA BOLTS
3⅛" x ¾"
13" DIA
G.
H.
20'-0" W.L.
4'-0"
5'-7¾"
6'-8½"
7'-4½"
7'-9½"
8'-0"
7'-11⅞"
7'-9¼"
7'-4¼"
6'-6½"
2'-2"
2'-1½"
5'-10½"
15" R.
9" R.
2" R.
E. 1⅛" x 7¾"
F.
C. 1⅛" x 7¾"
D.
10"
2"
5⅜"
S-993
45.9# PLATE ⑨
RIVETED TO ARMS & PALM WITH 1¼" DIA. RIVETS SPACED 5⅜" C TO C.
45.9# PLT.
①
ROUND OFF SIDE EDGES 1" RADIUS.
TAPER FROM 12" DIA. TO 9" DIA.
A.
B.
SWELLED AT PINTLE.
BASE LINE
4'-3"
9" DIA
7'-10"
2'-0"
1⅛" x 7½"
1⅛" x 10"
10" DIA
10¾" DIA
1½" x 5⅜"
9/16"
3¼" RIV.
¾" RIVET CSK. BOTH SIDES.
5⅞" BORE.
5⅞"
9"
1½"
¾"
½"
6¾"
8"
5⅞" DIA.
5 15/16"
7"
¾ DIA RIV.
CASTING HEATED FOR SHRINKING AROUND PINTLE.
FIT BRASS BUSHING IN HALVES
FOR BRASS BUSHING SEE STANDARD SHEET.
③

SECTION THROUGH KEYWAYS.

SECTION G-H. LOOKING DOWN.-

6. BOLTS REQUIRED.

3¼" DIA BOLTS.
MACHINED.

NOTE
MAKE STEEL PLATE TEMPLATE
OF HOLES IN COUPLING
LAY OUT ALL RUDDERS CAREFULLY
TO THE SAME TEMPL. PRESERVE
TEMPLATE FOR FUTURE USE

COUPLING WITH PALMS.

SECTION AT 20'-0" W.L. LOOKING UPWARD.-

PLAN OF PINTLE.

SECTION E-F.

DETAIL OF PINTLE TIGHT FIT INTO HEEL OF RUDDER.

SECTION C-D.

LOOKING FORWARD.-

SECTION A-B.

STR.# 719-720.

NOTE.
RUDDER CAST STEEL.-
—"— HEAD WROT IRON.-
PINTLE WROT STEEL.-
TO LLOYDS REQUIREMENT.-
SMOOTH CASTING NO FINISH.-
RIVETHOLES DRILLED AT YARD.

STR No 722
RUDDER.

PRINT. No 9143 DRAWING No
ISSUED. AUG 31 1917 7.
SCALE. ¾" & 3" = 1'-0".
A.S.B.Co. S.MAN. P.H. TRACING. No
9. OCTOBER. 1916.

0085095-0057108-0060